# US ARMY GARRISON GRAFENWOEHR

# Overview

- Analysis of a motorcycle accident in progress caught by another motorcycle's passenger unintentionally. Analysis and film courtesy of Professor Bernt Spiegel, Mannhiem, Germany
- Summary details and findings of four separate accidents involving motorcycles occuring in the Grafenwoehr/Vilseck area of Bavaria, Germany 2003/2004.
- Presented by Bob McGaffin, 100th ASG

# Bottom Line Up Front

**The only training that is meaningful is the one that takes over when a person is in a panic situation**

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- **Motorcycle Racing Crashes**
- **Typical Motorcycle Mishaps**
- **Outcome**

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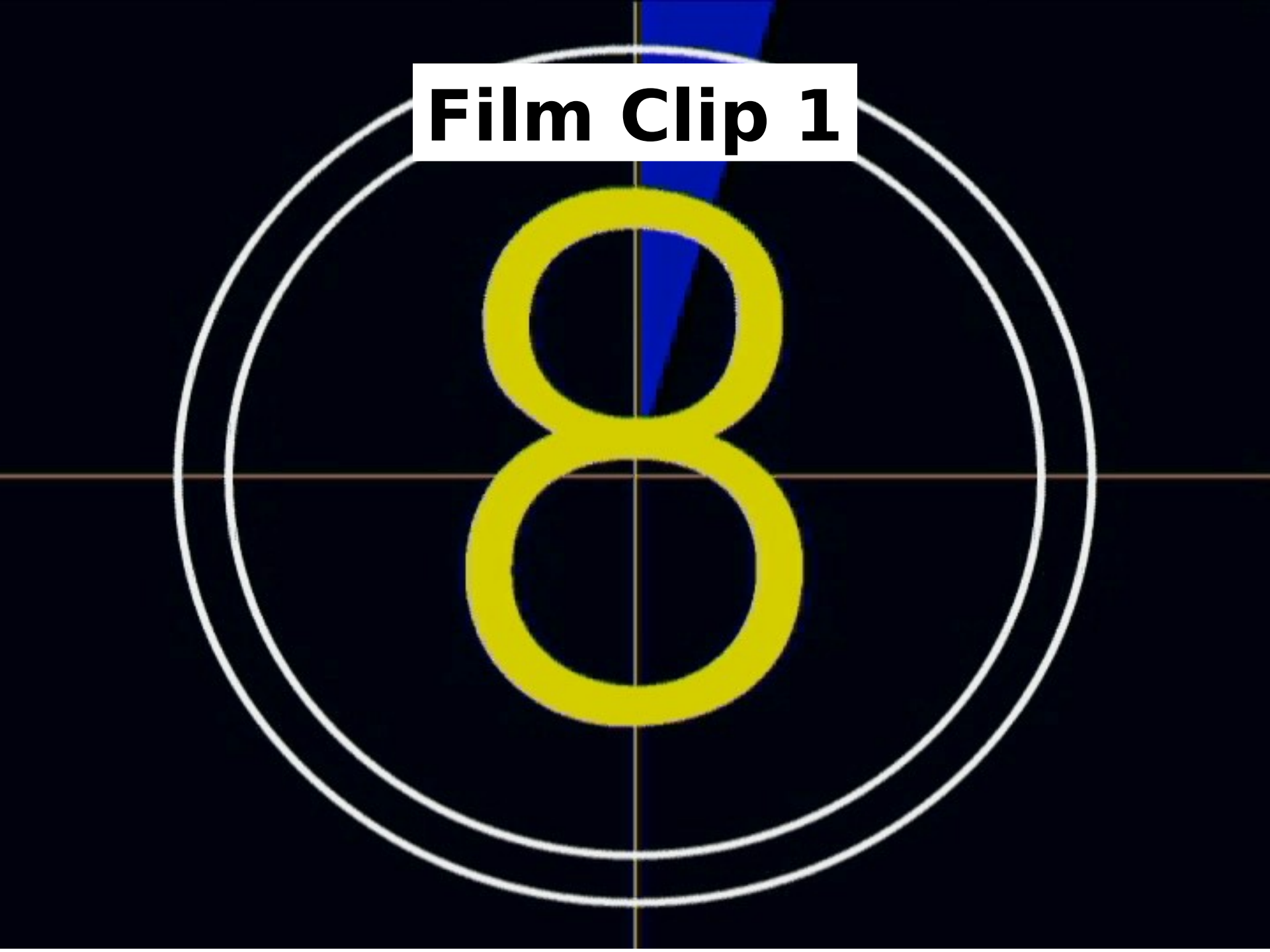
- **Sample Analysis of a Motorcycle Accident**
- **The Error Cascade**
- **Falls are almost never captured on film because two events must occur simultaneously.**
  - **A fall occurs**
  - **Filming is occurring exactly at that time.**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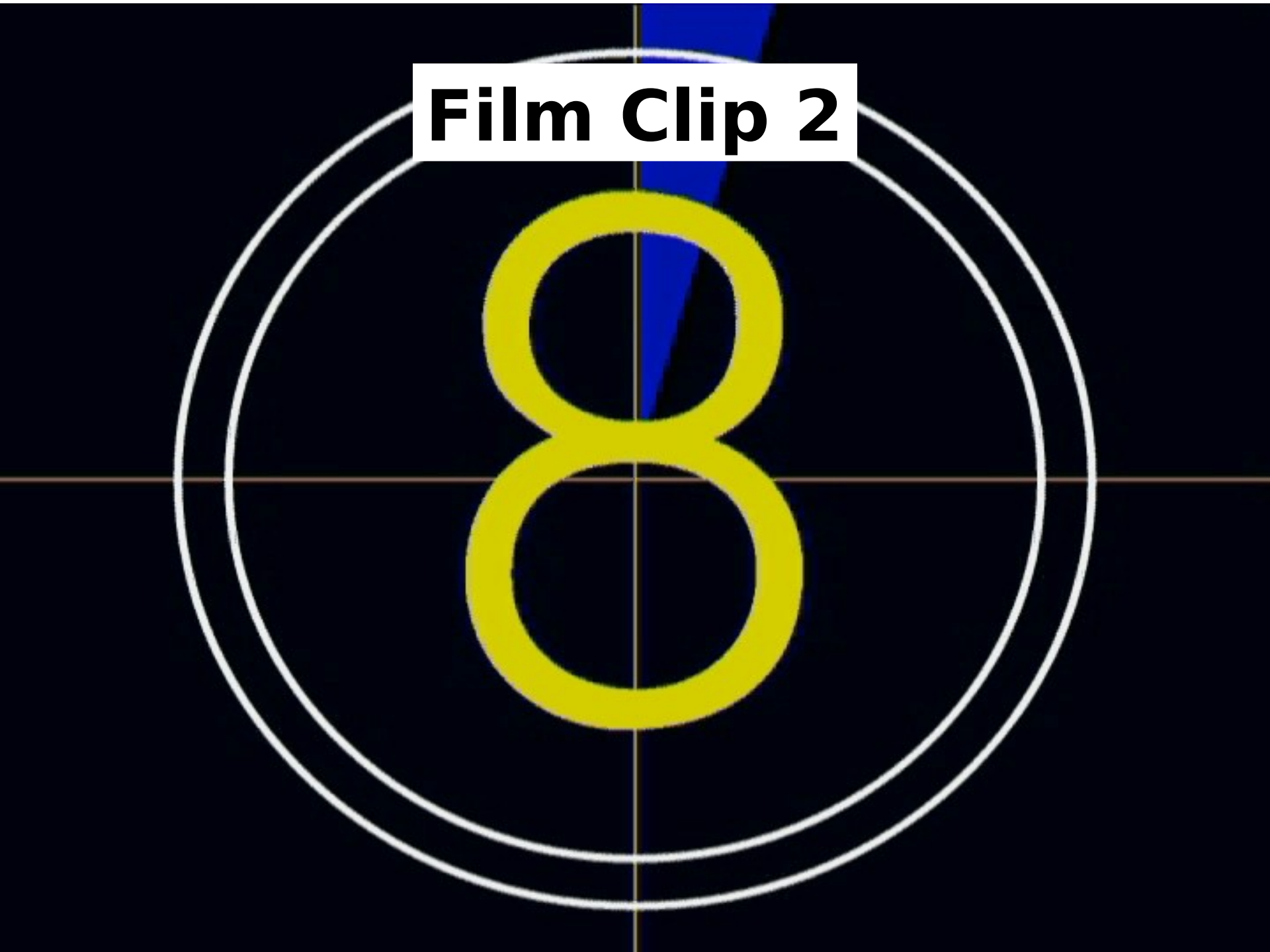
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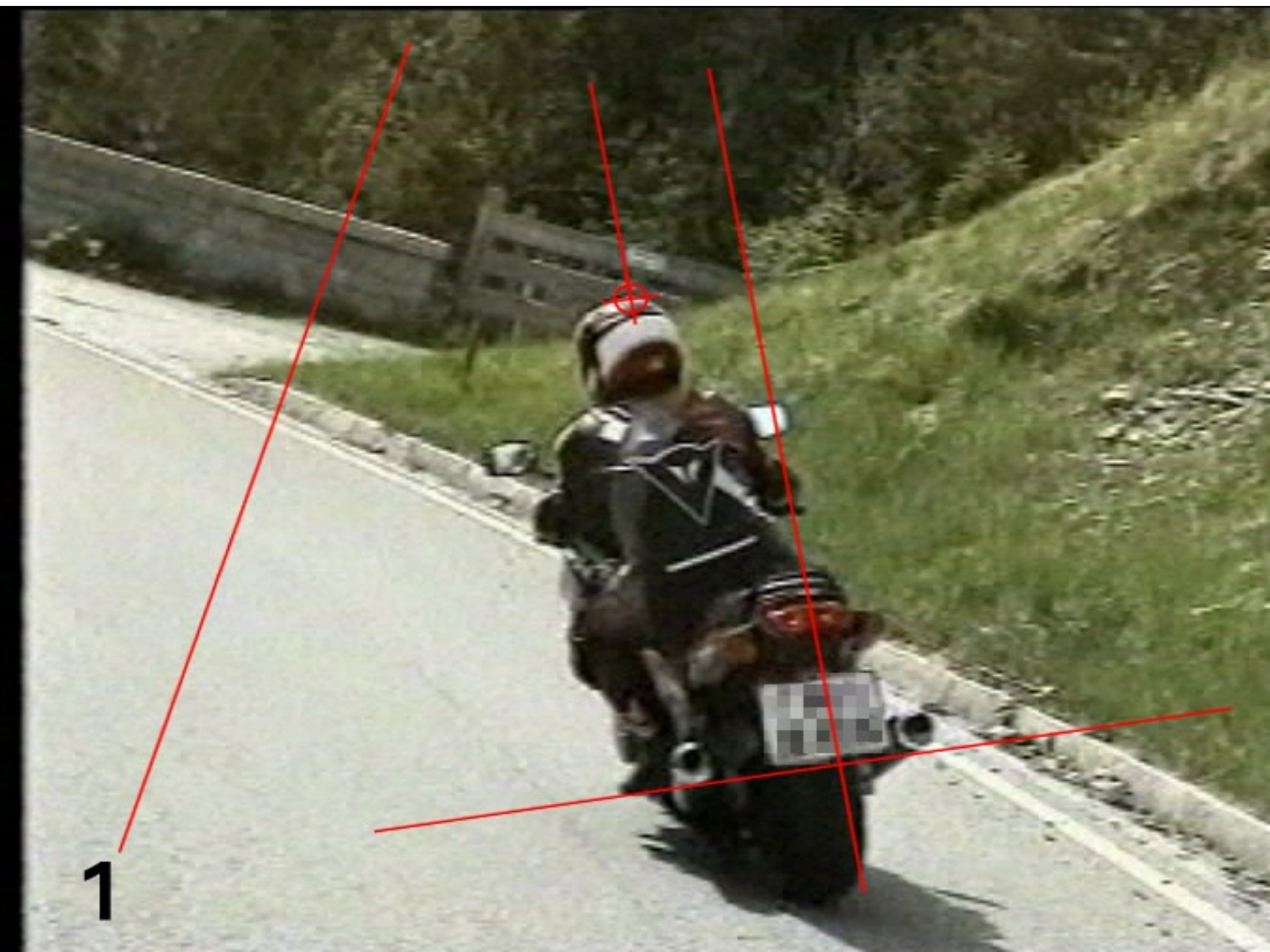
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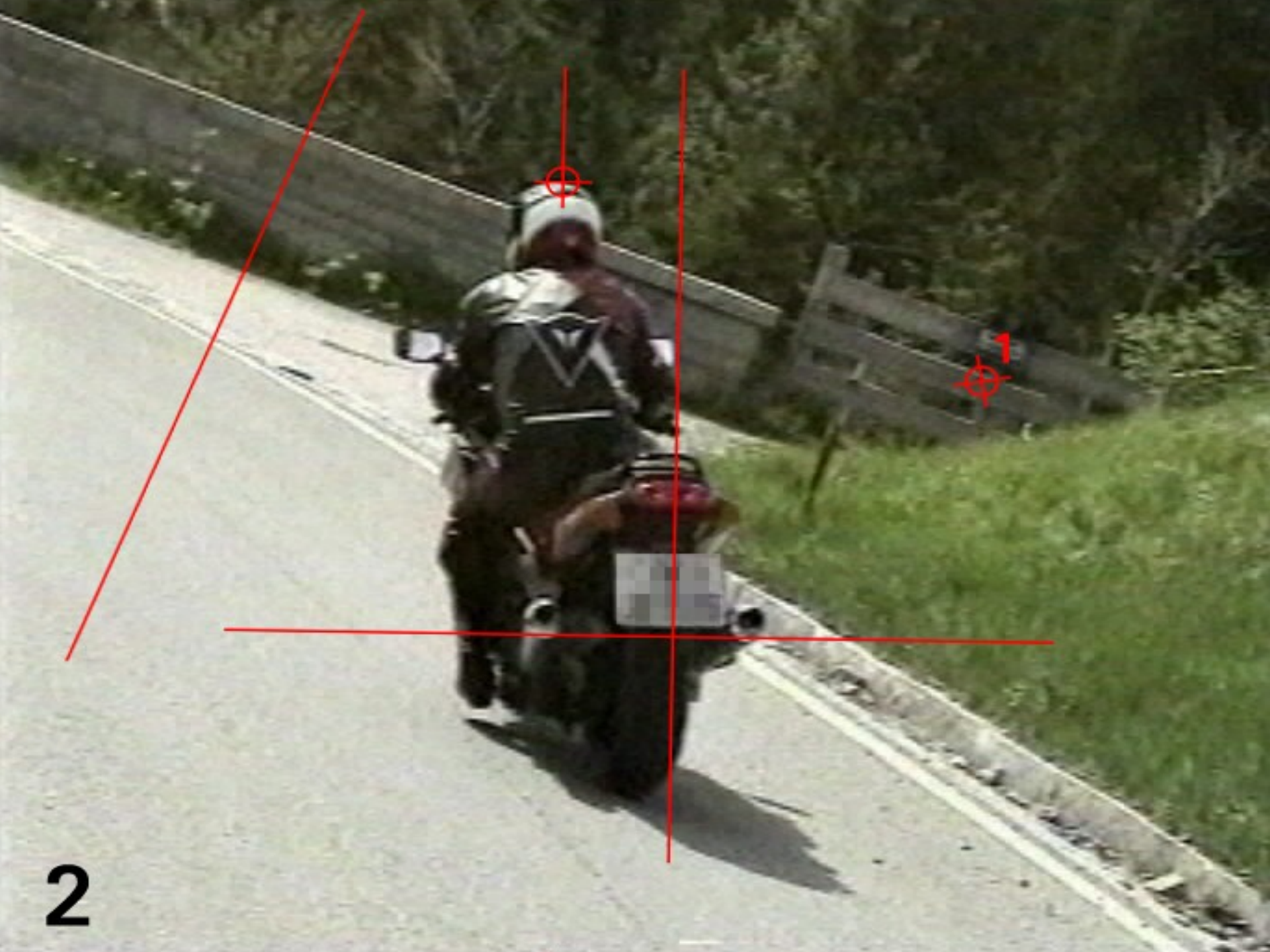
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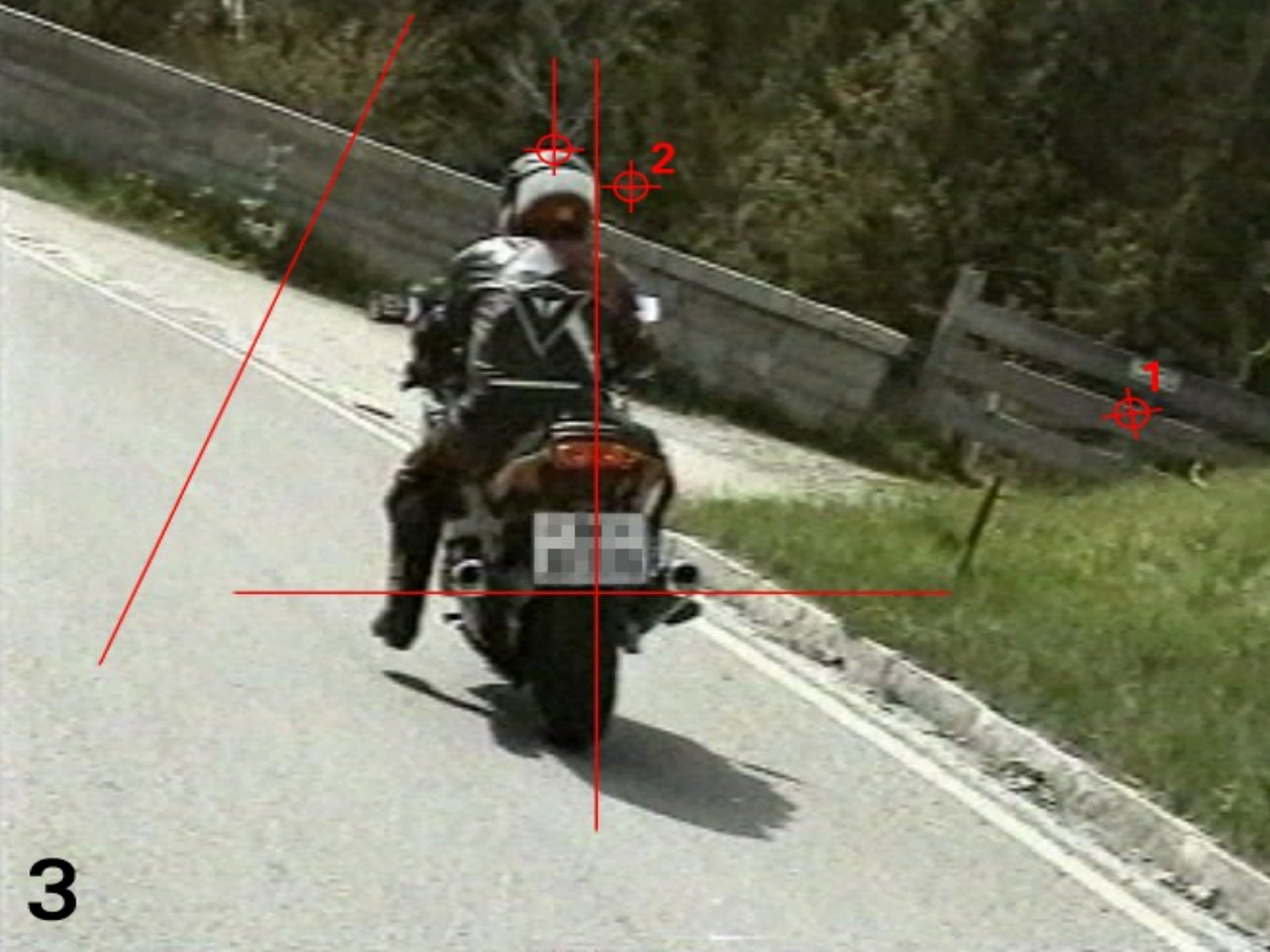
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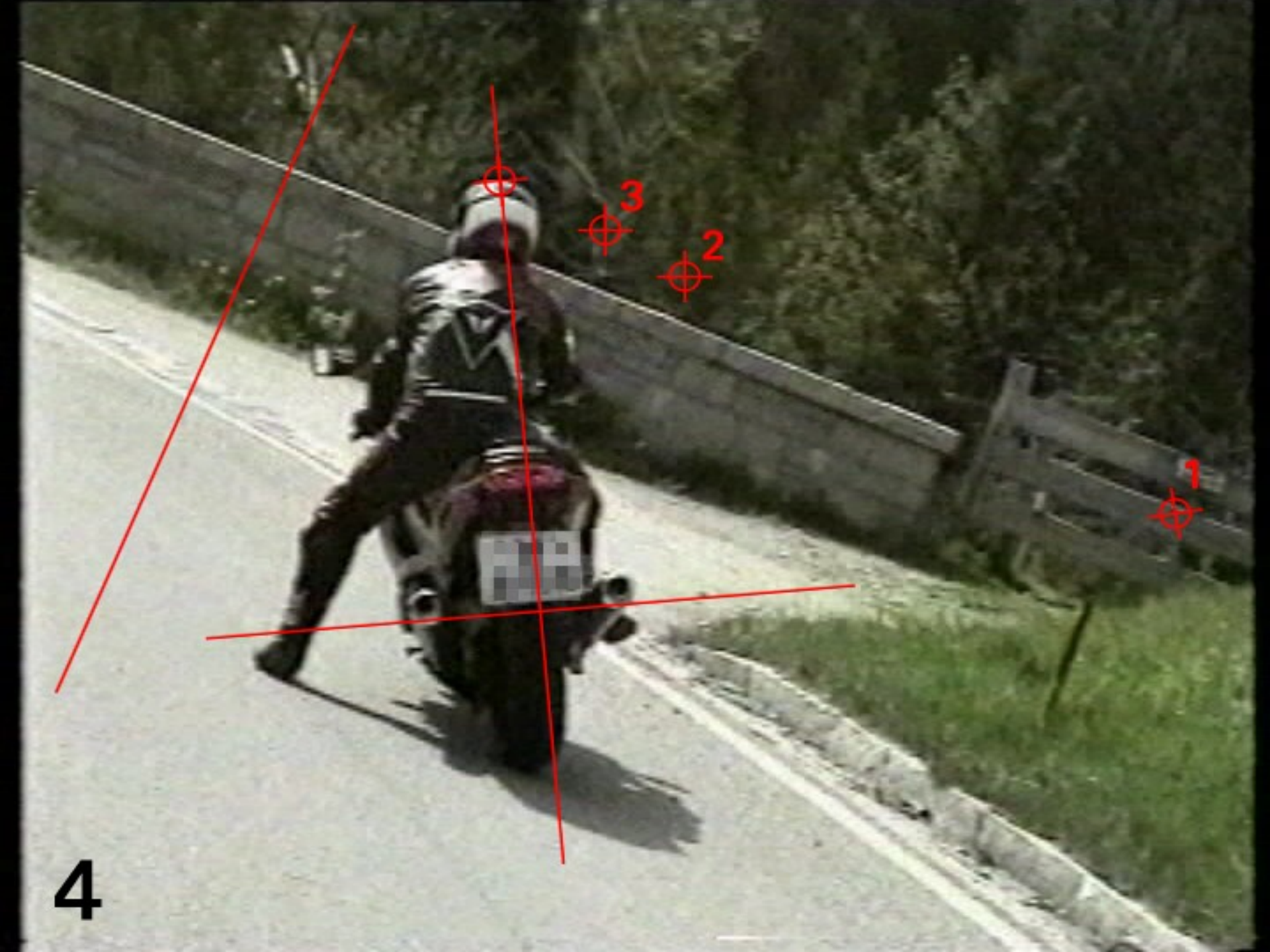
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12

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# Scenario 1

- **Motorcyclist fatality occurred Summer of 2003 on Hwy 2120B south of the Vilseck Army installation Bavaria, Germany.**
- **Car was making a left-hand turn in front of the motorcyclist, both traveling in the same direction.**
- **Motorcyclist attempted to pass on the left at an excessive speed (100 MPH est) and collided with the drivers side rear door.**

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# Scenario 2

- **Non-fatality multi-vehicle accident adjacent to the Grafenwoehr AAF on Hwy B299.**
- **Motorcyclist attempted to pass a delivery truck, spotted an oncoming vehicle, jumped off of the bike which continued down the Hwy before colliding with the vehicle causing it to loose control and roll.**
- **Minor injuries to both vehicle drivers and passenger in the car.**

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# Scenario 3

- **Non-Fatality accident Spring 2004 resulting in a broken-collar bone with a total loss of the motorcycle.**
- **Individual was group riding (rear) near Vilseck.  Claims that he ran over a slick substance and lost control, running off of the road.**
- **Investigation revealed that excessive speed in the curve caused the motorcyclist to panic and he failed to execute the turn.**

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## Honda CBR 600 statistics

**Motorcycle: 1999 Honda CBR 600**

- **10,500 miles**
- **Purchased bike 2 ½ month's prior to accident**
- **438 lbs/105 hp**
- **0-62 mph: 3.2 seconds**
- **37-87 mph(highest gear): 12.6 seconds**
- **Top speed: 158.4 mph**

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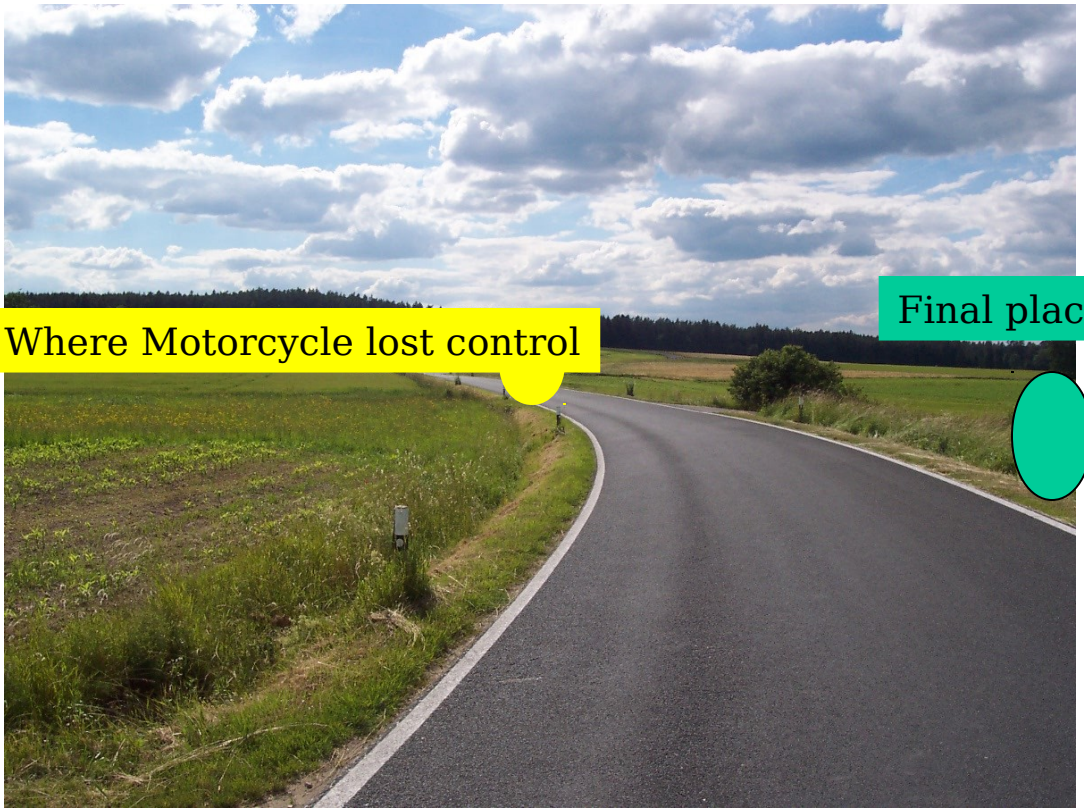
## Accident Synopsis

- Date 06 June 04
- Time 1830 Hours
- 06 June 04 1830hrs Approximately 3K from Sorgof headed towards Kurmreuth.



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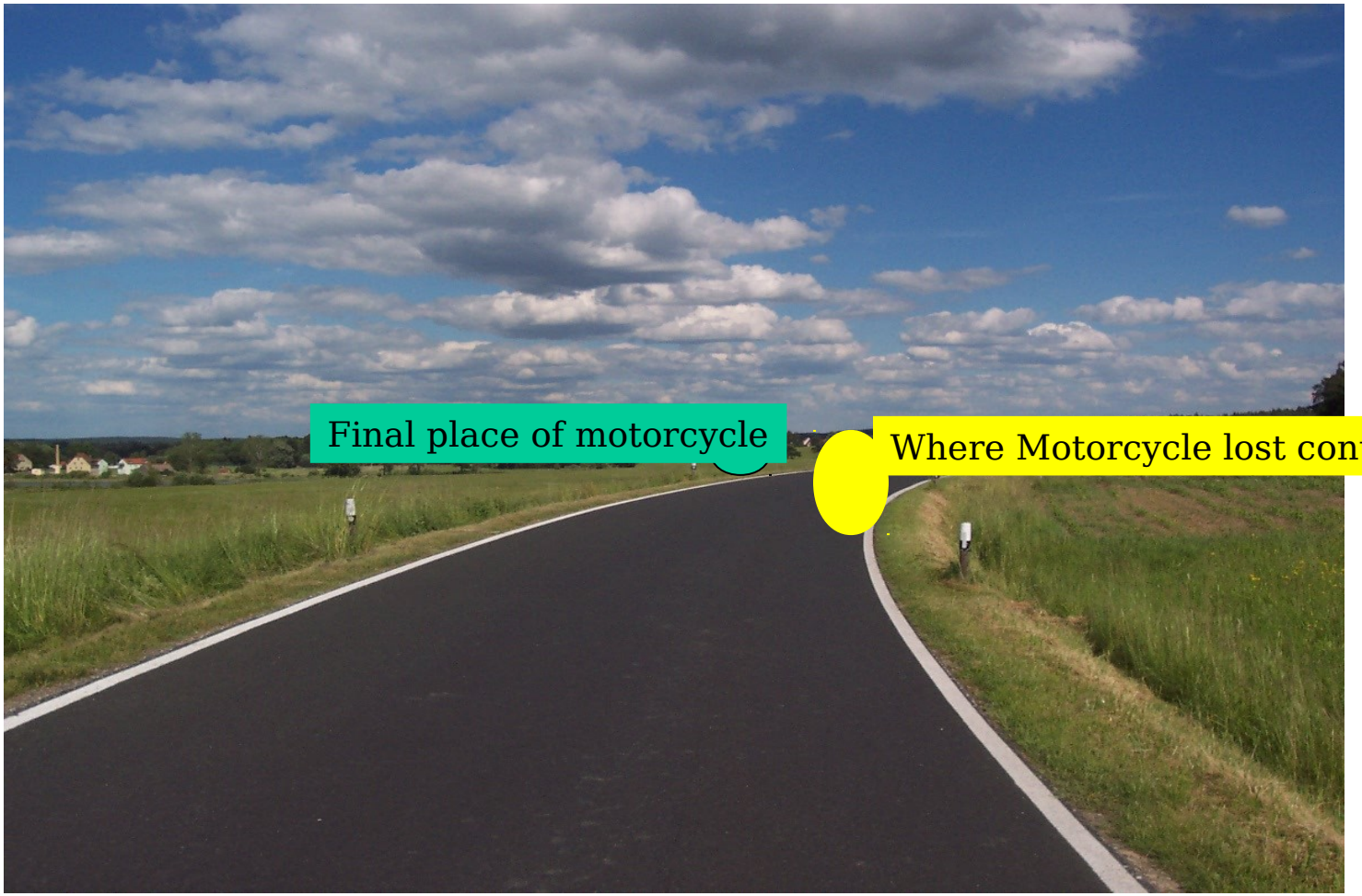
## Accident Site



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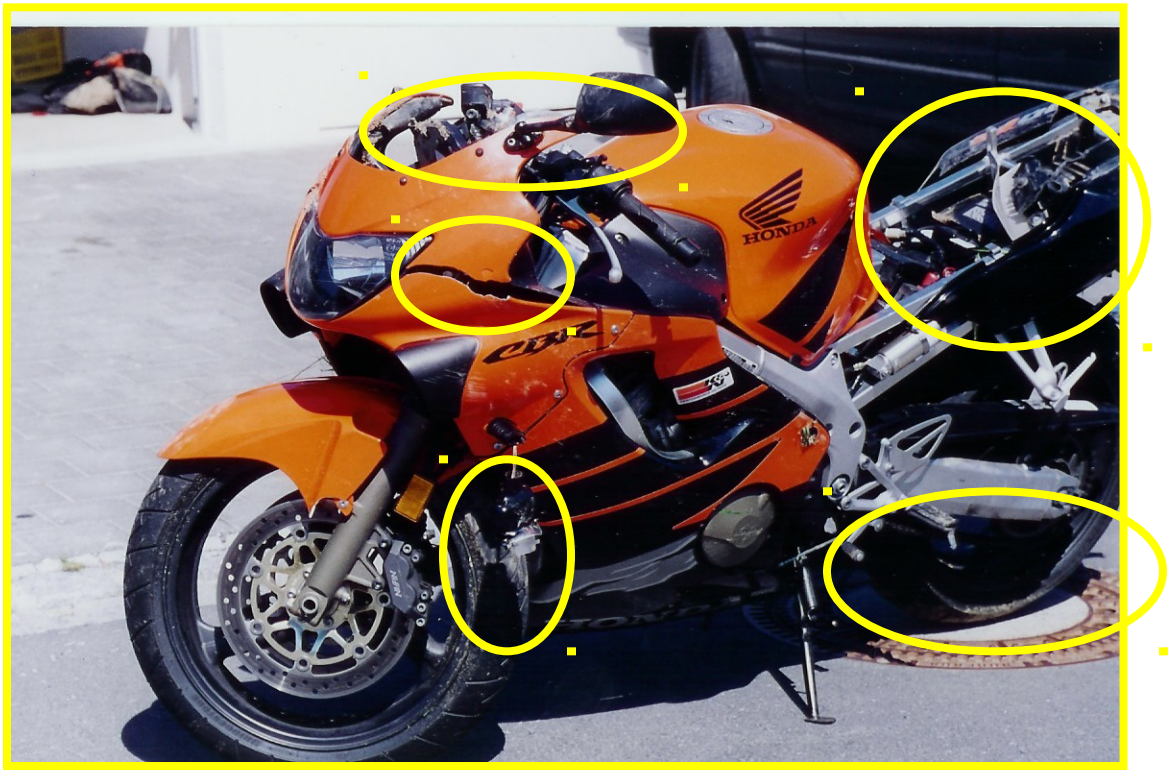
## Motorcycle Post Accident



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# Scenario 4

- **Motorcycle fatality May 10, 2004 @ 2100 involving a 34 y/o male and a late model BMW sedan driven by a 19 y/o dependent.**
- **M/C had been observed passing several groups of cars at high speeds prior to accident.**
- **Attempted to pass 2 cars and failed to see an oncoming car. Impact speed estimated to be 120 MPH after slowing (200’ + skid). Oncoming vehicle speed 60 MPH**

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# Wrap-up

- **All of these accidents share a common theme:**
- **Every M/C operator abandoned his training in applying the M/C brakes in an emergency situation either because he was never taught correct braking or because he gave up on the developing situation and did not trust his own skills.**
- **Skills need to be practiced in a controlled environment under trained supervision to become true reflex reactions.**